





## NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Wingang* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. of the 24th Inst. will be landed at Consignees' risk and expense into Godowns at East Point. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, June 22, 1896. 1269

STEAMSHIP ERNEST SIMONS.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre ex Steamship *Ernest Simons*, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risks into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN COMPANY, Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before Noon To-day, the 26th Instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriters.

Goods remaining undischarged after SATURDAY, the 27th Instant, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before SATURDAY, the 27th Instant, or they will not be recognised.

All Damaged Packages will be examined on FRIDAY, the 26th Instant, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, June 20, 1896. 1258

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP TACOMA.

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underwriter, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN CO., Ltd., and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undischarged after the 30th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, at 3 p.m.

No Fire Insurance has been effected.

SIEMSEN & Co., Agents.

Hongkong, June 23, 1896. 1277

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN STATES OF THE UNITED STATES AND CANADA and to EUROPE.

HONGKONG to LONDON, \$400.

Excellent accommodation. First class Table, Doctor and Surgeon carried.

HONGKONG to NEW YORK, \$850.

The Railroad travelling is second to none on the American Continent. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG to TACOMA, \$225.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

Victoria..... 3,167 [Saturday] July 11.

Olympia..... 2,608 [Wednesday] July 29.

Braemar..... 3,601 [Sunday] Aug. 16.

Tacoma..... 2,649 [Thursday] Sept. 3.

Victoria..... 3,167 [Monday] Sept. 21.

Olympia..... 2,608 [Friday] Oct. 9.

THE Steamer *VICTORIA*, Captain A. Govie, sailing at Noon on SATURDAY, the 11th July, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of The Freight Agent, Northern Pacific Railroad, Tacoma, Wash. Parcels must be sent to our Office (with address marked in full) by 5 p.m. on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARLILL & Co., General Agents.

Hongkong, June 23, 1896. 1278

## To-day's Advertisements.

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY General MEETING of the above Company will be held at the Company's Office, No. 14, Praya Central, Hongkong, on MONDAY, the 13th day of June, 1896, at 8 o'clock p.m., when the Subjunctive Resolution which was passed at the Extraordinary General Meeting of the Company held on the 22nd June, 1895, will be submitted for Confirmation as a Special Resolution, namely:—

That the Articles of Association be altered in manner following:—

(a) Paragraph 10 of Article 2, which now reads as follows:—“Auditors” shall be substituted for the word “Auditors” and the marginal note of the same paragraph shall be cancelled, and in lieu thereof the following marginal note and paragraph shall be inserted:—

“Chief Manager” “Secretary” “Auditors” “and Auditors”

(b) In Article 69 the words “One thousand dollars” shall be substituted for the words “two thousand dollars.”

(c) In Article 70 the words “Chief Manager” shall be substituted for the word “Manager.”

(d) In Article 72 and in the marginal note thereof of the word “Manager” shall be substituted for the word “Chief Manager.”

(e) At the end of Article 83 and 87 there shall be added the words “or ‘Chief Manager.’”

Dated the 23rd day of June, 1896.

By Order of the Board,

THOS. I. ROSE, Secretary.

1274

PUBLIC AUCTION.

LAST SALE OF THE HONGKONG TRADING CO.

FRIDAY,

the 26th June, 1896, commencing at 2.30 p.m., at the HONGKONG TRADING CO.'S Premises,

THE WHOLE OF THE

FIXTURES, &amp;c.,

comprising:—

PLATE GLASS CASES, COUNTERS, SIDE CASES, SHELVING STANDS, CHAIRS, CUPBOARD, GLASS, GAS FITTINGS, IRON SAFES, HORN'S PATENT RACING SOLAR, with MESSERS' STANDARD, NICHE PLATED, SIGNBOARDS, SUNLINDS, ONE FINE CARVED PIANO SHOW CASE suitable for JEWELLERY or FANCY GOODS.

&c., &c., &c.

The above will be on View from Thursday, the 26th June, 1896.

GEO. P. LAMBERT, Auctioneer.

1275

ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS-INDIA.

JAVA-CHINA-JAPAN LINE.

FOR YOKOHAMA AND KOBE.

The Steamship *Cassius*, Captain U. UGGLI, will be despatched for the above Ports To-MORROW, the 24th Instant, at 5 p.m.

For Freight or Passage, apply to LAUTS, WEGENER & Co., General Agents.

Hongkong, June 23, 1896. 1248

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY &amp; FOOSHOW.

The Co.'s Steamship *Hoian*, Captain ROACH, will be despatched for the above Ports on THURSDAY, the 25th Inst., at Noon.

For Freight or Passage, apply to DOUGLAS LARLICK & Co., General Managers.

Hongkong, June 23, 1896. 1275

FOR YOKOHAMA AND KOBE.

The Steamship *Oceanic*, Captain H. FORMES, will be despatched for the above Ports on SATURDAY, the 27th Instant, at Noon.

This Steamer has superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, June 23, 1896. 1276

SHIRE LINE OF STEAMERS.

FOR HAYRE, HAMBURG AND LONDON.

The Steamship *Carmarthenshire*, Captain SINCOCK, will be despatched for the above Ports on FRIDAY, the 26th July, at Noon, instead of as previously advertised.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, June 23, 1896. 1160

SHIPPING.

ARRIVALS.

June 22:—

*Protondis*, British steamer, 1,200, Farrand, Singapore June 16, General.—Horse Sire & Co.

June 23:—

*Pauwang*, British steamer, from Canton.

*Choyang*, British steamer, from Canton.

*Oceanic*, German steamer, 1,200, K. Formes, Hamburg, Singapore June 17, General.—SIEMSEN & Co.

*Calcutta*, French steamer, 2,093, D. Blane, Shanghai June 20, Mails and General.—MESSAGERIES MARITIMES.

*Belgia*, British steamer, 2,490, J. H. Rinder, R.N.B., San Francisco May 24.

Yokohama and Kobe.

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## Vessels Advertised as Loading.

Destination	Vessel	Agents	Date of Leaving
Havre, H'g & London	Carmarthenshire (s)	Dodwell, Carlill & Co.	July 3, at noon.
Kobe and Yokohama	Osborne (s)	P. & O. S. N. Co.	July 3, at noon.
London, v. Suez Canal	Osborne (s)	Nippon Yusen Kaisha	June 29, at 5 p.m.
London, v. Suez Canal	Osborne (s)	Butterfield & Swire	June 28, at noon.
London, v. Suez Canal	Osborne (s)	Butterfield & Swire	July 6, at noon.
London, v. Suez Canal	Osborne (s)	P. & O. S. N. Co.	July 2, at noon.
London, v. Suez Canal	Osborne (s)	Holliday, Wigg & Co.	June 24, daylight.
London, v. Suez Canal	Osborne (s)	Nippon Yusen Kaisha	About July 7.
London, v. Suez Canal	Osborne (s)	Holliday, Wigg & Co.	July 10, at 6 p.m.
London, v. Suez Canal	Osborne (s)	P. & O. S. N. Co.	About July 11.
London, v. Suez Canal	Osborne (s)	Jardine, Matheson & Co.	June 24, at 5 p.m.
London, v. Suez Canal	Osborne (s)	Messageries Maritimes	June 24, at noon.
London, v. Suez Canal	Osborne (s)	Butterfield & Swire	June 30, at noon.
London, v. Suez Canal	Osborne (s)	Butterfield & Swire	June 24, at noon.
London, v. Suez Canal	Osborne (s)	Siemens & Co.	Quick dispatch.
London, v. Suez Canal	Osborne (s)	Pacific Mail S. S. Co.	June 25, at noon.
London, v. Suez Canal	Osborne (s)	O. & G. S. Co.	July 4, daylight.
London, v. Suez Canal	Osborne (s)	Shewan & Co.	Quick dispatch.
London, v. Suez Canal	Osborne (s)	P. & O. S. N. Co.	About June 28.
London, v. Suez Canal	Osborne (s)	Nippon Yusen Kaisha	June 27, at 5 p.m.
London, v. Suez Canal	Osborne (s)	Butterfield & Swire	June 24, at noon.
London, v. Suez Canal	Osborne (s)	P. & O. S. N. Co.	About June 27.
London, v. Suez Canal	Osborne (s)	Jardine, Matheson & Co.	June 24, at 4 p.m.
London, v. Suez Canal	Osborne (s)	Lauts, Wegener & Co.	June 24, at 5 p.m.
London, v. Suez Canal	Osborne (s)	Douglas Larlick & Co.	June 24, at noon.
London, v. Suez Canal	Osborne (s)	Douglas Larlick & Co.	June 24, at noon.
London, v. Suez Canal	Osborne (s)	Gibbs, Watson & Co.	July 2, at noon.
London, v. Suez Canal	Osborne (s)	Nor. P. & O. S. N. Co.	July 11, at noon.
London, v. Suez Canal	Osborne (s)	Canadian Pacific R. Co.	July 1, at noon.
London, v. Suez Canal	Osborne (s)	Lauts, Wegener & Co.	June 24, at 5 p.m.
London, v. Suez Canal	Osborne (s)	Siemens & Co.	June 27, at noon.

Yokohama June 16, and Nagasaki 13, Mails and General.—O. & G. S. Co.

*Empress of India*, British steamer, 3,003, O. P. Marshall, Vancouver June 1, via Japan, and Shanghai 20, Mails and General.—O. P. R. Co.

*Prometheus*, British steamer, 3,339, R. Day, Liverpool and Singapore June 19, General.—BUTTERFIELD & SWIRE.

*Hailong*, British steamer, 873, W. Davis, Swatow June 22, General.—DOUGLAS STEAMSHIP CO.

*Loe Sol*, British steamer, 1,000, Jas. B. Jackson, Bangkok June 17, Rice.—BUTTERFIELD & SWIRE.

*Albion*, German steamer, 1,100, H. Witt, Saigon June 19, Rice.—CHINESE.

DEPARTURES.

June 23:—

*Loe Sol*, for Canton.

*Chili*, for Canton.

*Prime*, for Europe, &c.

*Tacoma*, for Amoy and Tacoma.

*Glenary*, for Singapore and London.

*Piccola*, for Chiofo.

*Lightning*, for Singapore and Calcutta.

*Utrecht*, for Holland.

*Holstein*, for Hamburg.

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A Tokyo telegram dated 21st June says:—The Nippon Yusen Kaisha's new routes on the European line, as accepted by the Conference, are to come into force at once, commencing with the *Balmora*, which is to leave Yokohama on June 23rd.

A CHINESEMAN was convicted at the Magistrate's Court, of stealing the bamboo railing belonging to the Officers of the Garrison at Stonecutters Island. Commander Hastings sent him to prison for twenty-eight days, with hard labour.

This number of cases of bubonic plague reported at the Sanitary Board Offices for the week shows a still further decrease. From noon on the 17th till noon to-day there have been only 16 cases reported. The total for the year now numbers 1098.

Mr. Ross Thompson has been distinguishing himself on the cricket field at Yokohama. Playing for a twenty-two of the Club players against the Interport XI he ran up 46 out of 173 before being bowled by Mr. Edwards. The XI made 112. The Yokohama papers say Mr. Ross Thompson will be a strong acquisition to the local Club.

The many friends of Assistant Engineer Malleson of H.M.S. *Immortalite* will doubtless be interested to learn (says the *Nagasaki Shipping List*) that he has been appointed in charge of the engine department of the *Swift*. We hear also that Engineer Broadbent of the *Narcissus* is to go to another of the gunboats.

We are courteously informed by Reuter's agent here (says the *N.C. Daily News*) that the 20th June that a telegram has been received from Japan stating that it is estimated that ten thousand persons were drowned by the recent earthquake wave, which extended seventy miles along the north-east coast of Japan. Many towns were also destroyed.

REAR-ADMIRAL Hoffmann, Admiral of the German East Asiatic Squadron, was a passenger for home by the German Mail steamer *Prinz Heinrich*, to-day. He has been relieved by Rear-Admiral Titz, who arrived at Shanghai on the 14th June. The Russian Admiral Kriger is a passenger from Yokohama to Port Said by the French mail steamer *Catillon*.

At a Marine Court held at the Harbour Master's Office to-day, twenty Chinese firemen were charged by Captain H. Kemp of the British steamship *Moque*, with refusing duty on the 22nd inst. on board that vessel. The firemen had been engaged six weeks ago at Hongkong under agreement for twelve months. Commander Ramsey sentenced them each to ten days imprisonment with hard labour.

THE second competition for the Challenge Shield presented by the Fire Insurance Companies took place on the 22nd inst. at Shanghai on the 13th June. The Shield was, after points had been given for drill, awarded to the Mih-ho-loungs, the French Company being second, Victoria third, Hongkong fourth, and Deluge last. The winning team consisted of Messrs. H. Dalby, G. V. T. Marshall, E. O. Pearce, F. Rickel, and E. W. Stapples, who each received a silver cup from the donors of the Shield.

THUNDERSTORM the whole of last night a terrible thunderstorm raged over the Colony. It is said that not for several years has such a thunderstorm been experienced. The storm commenced about seven o'clock last night with a perfect torrent of rain. Some very vivid flashes of lightning, accompanied by crashing peals of thunder, followed each other in rapid succession, and between eight and nine o'clock an extraordinarily bright flash followed by a heavy crash was the source of considerable alarm. As the night wore on the storm increased in violence. Lightning flashed with alarming rapidity; low rumbling thunder, like distant cannonading followed in its train, while the rain came down in torrents. At one time during the night the lightning flashes followed each other so closely that there was almost a continual stream of light. Many residents were unable to sleep the whole night, and to-day the storm was the principal topic of conversation. Great damage has been done to many of the roads in the Colony by the heavy rain. The surface of the roads at Kowloon have been washed away. A large amount of the sand having been washed into the gullies dammed up the water which spread over the roads and formed huge ruts. As an illustration of the enormous rainfall, a comparison of the rainfall from the 1st of June to the 22nd and the twenty-four hours till ten o'clock to-day may be shown. Up till ten o'clock on the 22nd June the rainfall, as taken at the Botanic Gardens, amounted to 9.77. From ten o'clock on the 22nd till ten o'clock to-day 4.15 was registered as the amount. Fortunately, there seems to have been no loss of life. The only damage to buildings in that sustained by the Police Station at Stonecutters Island. About half past one this morning the men sleeping in the Police Station were awakened by a terrific crash, and the room was immediately filled with sulphurous fumes. The men got up to discover what damage was done. There was a large crack down the wall, and pieces of plaster had dropped off. From the appearance of the building it would seem as if the lightning had struck the roof and then the wall down the wall. The powder magazine is quite close to the Station, but it appears to have sustained no damage.

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VESSELS AT THE DOCKS:—At Kowloon:—Tachow, Montafon, Angor Head, Acty, Columbus, Hongkong, Nanton.

Cosmopolitan—Wandering Jew, Frances, Aberdeen—(none).

THE following nonnational telegram appears in Japanese vernacular papers:—

ALLEGED KILLER BY A LEGATION ATTACHE.

Nagasaki, June 15.—A Naval or Military Attaché of a certain Foreign Legation in Tokyo, who is on a visit here, fatally shot, on the night of the 13th inst. the captain of the *Yajima* (7), a steamer in the Russian Volunteer fleet, and also hurt himself a little.

[The telegram, it will be observed, is very vaguely worded. *Bukhanan* to be the words employed to describe the attaché. Literally they mean "a certain military (or naval) officer."—Ed. K.C.]

Mr. Wm. Bibby, the Mining Manager of the Rand Gold Mines, has issued his report for the first week ended 11th June, 1896. There is no change in the Main Drive of the Rand Mine, and although the Intermediate Drive is now in 169 feet there is no improvement to report. In the main drive of the Bukit Komang, going north at the No. 1 (140 ft.) level, the lode in the face is fully 15 feet wide and shows payable gold all through, the whole of which is being sent to the mill for crushing. In the face of the drive on the south main level is a well-defined solid lode, fully 6 feet wide between clean well-defined walls, and showing a good gold all through. Mr. Bibby states that in one of the best formed lodes he has seen at Rand. This lode in the leading slope is fully 15 feet wide, and the whole of it is being sent to the mill. In No. 2, 250 feet level, at 19 feet in from the shaft, the lode has been met with. They have about 6 feet in with no sign of being through. Fair gold can be seen in the same no far, but it is too early yet to say much about it. Mr. Bibby says this, he believes, is the greatest depth at which gold has been got in the Malay Peninsula and marks a very important epoch in the history of the Rand and gold mining in Fabaug, as the lode and gold here is the same as in other countries. The lodes in the Western Lodes continue to turn out their full complement of crushing stuff, with every promise of continuing to do so for a considerable time. The Battery mill has been kept at work full time since the date of its last repair. On Monday the 14th inst. a rough clean up took place; 1,464 tons of ore yielded 1,500 oz. amalgam. Crushing was resumed again the same day. The camp is remarkably healthy there being practically little or no sickness.

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THE second competition for the Challenge Shield presented by the Fire Insurance Companies took place on the 22nd inst. at Shanghai on the 13th June. The Shield was, after points had been given for drill, awarded to the Mih-ho-loungs, the French Company being second, Victoria third, Hongkong fourth, and Deluge last. The winning team consisted of Messrs. H. Dalby, G. V. T. Marshall, E. O. Pearce, F. Rickel, and E. W. Stapples, who each received a silver cup from the donors of the Shield.

THUNDERSTORM the whole of last night a terrible thunderstorm raged over the Colony. It is said that not for several years has such a thunderstorm been experienced. The storm commenced about seven o'clock last night with a perfect torrent of rain. Some very vivid flashes of lightning, accompanied by crashing peals of thunder, followed each other in rapid succession, and between eight and nine o'clock an extraordinarily bright flash followed by a heavy crash was the source of considerable alarm. As the night wore on the storm increased in violence. Lightning flashed with alarming rapidity; low rumbling thunder, like distant cannonading followed in its train, while the rain came down in torrents. At one time during the night the lightning flashes followed each other so closely that there was almost a continual stream of light. Many residents were unable to sleep the whole night, and to-day the storm was the principal topic of conversation. Great damage has been done to many of the roads in the Colony by the heavy rain. The surface of the roads at Kowloon have been washed away. A large amount of the sand having been washed into the gullies dammed up the water which spread over the roads and formed huge ruts. As an illustration of the enormous rainfall, a comparison of the rainfall from the 1st of June to the 22nd and the twenty-four hours till ten o'clock to-day may be shown. Up till ten o'clock on the 22nd June the rainfall, as taken at the Botanic Gardens, amounted to 9.77. From ten o'clock on the 22nd till ten o'clock to-day 4.15 was registered as the amount. Fortunately, there seems to have been no loss of life. The only damage to buildings in that sustained by the Police Station at Stonecutters Island. About half past one this morning the men sleeping in the Police Station were awakened by a terrific crash, and the room was immediately filled with sulphurous fumes. The men got up to discover what damage was done. There was a large crack down the wall, and pieces of plaster had dropped off. From the appearance of the building it would seem as if the lightning had struck the roof and then the wall down the wall. The powder magazine is quite close to the Station, but it appears to have sustained no damage.

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WEATHER NOTICE.

The following notice was issued by the Hongkong Observatory:—

On the 23rd at 11.30 A. The barometer has risen generally, especially between Amoy and Shanghai, but pressure is still about 0.1 inch below the normal along the S. coast. Forecast:—fresh S.W. to S. winds; unsettled, equally with thunder showers.

REUTER'S TELEGRAMS.

[RECEIVED TO THE 'CHINA MAIL']

LONDON, June 23, 1896.

THE BRITISH AND JAPANESE MIKANTILE MARINE.

The Peninsular and Oriental Co. have entertained Mr. Shoda at an important representative gathering of English and Japanese officials warrenting shipping interests. The Japanese Minister was also present. Warm expressions of mutual regard were interchanged.

REVOLT OF THE DRUSES.

The Druses have revolted, and annihilated four companies of Turkish troops, capturing several guns.

REBELLION IN MASHONALAND.

The rebellion in Mashonaland is spreading, and the natives are massacring the whites in the outlying districts of Salisbury and Mazoe. All the outlying districts of Salisbury and Mazoe are now in the hands of the rebels. The rebels are now in the hands of the rebels. The rebels are now in the hands of the rebels.

A CONTRADICTION.

The telegram from the New York *World* concerning the collision between the British and Yencowelans at Batavia is untrue.

CRICKET.

The Midlands have beaten the Australians Eleven by four wickets.

FRANCE AND MADAGASCAR.

The French Chamber has passed the bill for the annexation of Madagascar.

LI HUNG CHANG IN GERMANY.

Li Hung Chang has been entertained at a banquet at Stuttgart, and will proceed to Kiel where he will meet with an official reception.

THE APPROACHING PRESIDENTIAL ELECTION IN THE UNITED STATES.

The Monroe doctrine is a plank of the Republican platform. The very essence of the doctrine is to permit no increase of the present European dominion in America on any pretext, and hope for the eventual entire withdrawal of European rule.

THE TRANSVAAL AND THE JAMESON RAID.

Dr. Loyd has told Mr. Chamberlain strongly pressing him to prosecute Mr. Cecil Rhodes, Mr. Beit and Mr. Harris. He, at the same time, greatly regrets the delay of the enquiry into the complicity of the Chartered Company in the Jameson raid, and urges the complete transfer of the Chartered territory to Imperial rule.

(Bangkok Times.)

BLOOD THICKER THAN WATER.

London, June 18.—The Emperor William, in a telegram to the British Government, has expressed his regret that the good feeling which has been shown by the British Government towards the Boers has been so far from being reciprocated.

SUPREME COURT.

IN CRIMINAL SESSIONS. (Before His Hon. J. W. Carrington, Chief Justice.) Tuesday, June 23.

MURDER. The hearing of the charge of murder against Tung Fung was resumed.

Hon. Mr. Justice Carrington, presiding, instructed by Mr. A. B. Johnson, presented on behalf of the Crown; Mr. R. Robinson, instructed by Mr. H. J. Holmes, appeared for the defence. The following were empanelled as a special jury:—Messrs. R. M. Moore, E. H. Malby, W. Poate, W. Dancy, F. G. Collins, A. J. David, and E. J. Shaw.

At the conclusion of the evidence for the prosecution, the prisoner made a statement to the effect that he was coming along the street when he heard a shot fired and darted down a lane to escape being hit. Two men rushed down the lane before him. He was shot in the chest and fell. He found a number of coolies were living there, so he came out again and went into a house. While entering the house he was again shot.

THE PUNJON MINE CO. LIMITED.

REPORT OF THE PUNJON MINE CO. LIMITED. The Secretary of the Punjon Mining Company Limited advises us that he has received the following Progress Report on the work carried on during the month of May, from the Manager at the Mines:—

Mining.—This has again had our best attention and fair progress has been made. As yet, 300 ft. level.—A good deal of work has been done at this level; but I regret to say, we have not yet met with the success I had hoped for. This applies more particularly to our Western Chute of Ore on the course of the East and West Reef. We have put out a driver in order to test this ore body, and although these have crossed its proper course, nothing of value has been found. We are now putting a crosscut north-west to see if it has been thrown in that direction, and will soon prove whether or not it is continuous in depth. That we shall find it directly there can be little doubt, as at the Intermediate Level it is fully 15 feet wide in places and appears strong enough to give any depth.

The North drive on Gillies Reef is still in good looking country, but up to this time it shows nothing of value. This drive also extends to the South drive at this level. The North and South Reef at this level. The North drive on Gillies Reef is still in good looking country, but up to this time it shows nothing of value. This drive also extends to the South drive at this level.

Intermediate Level.—This point continues to give a fair amount of fair ore. As yet, we have not met with the success I had hoped for. This applies more particularly to our Western Chute of Ore on the course of the East and West Reef. We have put out a driver in order to test this ore body, and although these have crossed its proper course, nothing of value has been found. We are now putting a crosscut north-west to see if it has been thrown in that direction, and will soon prove whether or not it is continuous in depth. That we shall find it directly there can be little doubt, as at the Intermediate Level it is fully 15 feet wide in places and appears strong enough to give any depth.

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That the vessel appears to have been well found, sufficiently armed, and seaworthy, and properly supplied with charts.

That the Court considers that the four Chinese owned their death from purely accidental causes.

That William S. Stalker, copy of statement on which enquiry was ordered having been furnished to him, he and he is hereby severally exonerated for his error of judgment above mentioned.

V. MARD, Lieutenant and Commander R. N., H. M. S. *Forbaird*, President of Naval Court, British Vice-Consul at Shanghai.

LONDON, June 23, 1896.

THE STRANDING OF THE KWANGSANG.

The *Kwangsang* arrived on Saturday and proceeded to the wharf where her cargo preparatory to going into Tungkong Dock for repairs.

The *Kwangsang* left here on Wednesday for Hongkong and Canton with general cargo and a number of native passengers. Thick fog and rain were encountered until the time of the stranding, the fog being at one time so dense that it was considered advisable to anchor. The weather clearing up she proceeded, and at 7.15 p.m. Bonham Island light was passed. Just after 8 o'clock, there being dense rain at the time, the ship was sighted, which was thought to be Elgar Island. Shortly after the ship struck on what proved to be Elgar Island. The boats were at once swung out and lifeboats issued to the passengers. The walls were sounded and the vessel found to be making water in the fore hold, the other compartments being free.

At 9.15 p.m. the *Kwangsang* floated off and, finding that the water was at 19 feet of water in the fore hold, Captain Lincoln decided to wait for daylight before proceeding for Shanghai. At about 8 a.m. the anchor was hove up and she proceeded for Guttsang where the captain signalled for assistance. After waiting for some time, the ship foundered and sank to the bottom. The survivors were rescued and taken to the shore.

THE GERMAN SCORE.

We have no hesitation in saying that our German friends have scored very heavily over the Chinese in the latest row at Nanking, where a German drill instructor was killed and a German drill instructor was killed.

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NEWS BY THE CANADIAN MAIL.

TERIBLE DISASTER AT VICTORIA.—100 LIVES LOST.

Victoria (B. C.), May 23.—The most awful accident in the history of the Pacific North-west occurred in this city to-day. A trolley car, the largest in the service of the newly-organized Consolidated Railway and Lighting Company, loaded with over 100 men, women and children, crashed through Point Elliot bridge, carrying most of its human cargo to a watery grave. The accident occurred at 3 o'clock this afternoon. At the time of writing, 8 o'clock, sixty-one bodies have been taken from the water and it is thought that nearly as many again are still under the debris. These taken out were mostly found in the car. Very few escaped, and those who are saved are all badly out of order. For three days the Victorians have been holding a grand carnival in honor of Queen Victoria's birthday. This afternoon it was to have been wound up with a grand sham battle at Macaulay point, where the new fortifications have just been completed. Almost every person in Victoria and thousands of visitors from the Sound and mainland cities were crowding to the scene. Car No. 16, the one which met with the accident, preceded by a smaller car and followed by another, left the corner of Yates and Government streets at 2 o'clock. They proceeded very slowly, all being heavily loaded with passengers and children, and were moving on to every conceivable place. The first car got over the bridge safely, but the structure sagged so badly that a man on it waved to the motorman of No. 16 not to come, but he continued on his journey. The car had hardly reached the second span when the bridge began to creak. The next moment 150 feet of the bridge, or one span, swayed to one side and went into the water with a terrible splash. Car No. 16 and all the passengers went with it. Those on the platforms, with a few exceptions, jumped off and swam ashore or climbed on to the timbers of the wrecked bridge and were picked up. Those in the car, however, were caught in and had very little chance of saving themselves. Those who did get out were badly cut and nearly drowned. Several occupants quickly realizing what had happened, went to work with a will. They succeeded in rescuing a number of women and children, who were resuscitated after reaching shore. By the greater number of people crowded to the scene of the accident, firemen, police and a thousand volunteers went to work with a will, and although they did their work quickly, it was only to recover the bodies. The water and heavy iron and timbers of the bridge had done their work. Every doctor in the city as well as those from the navy, were sent to the scene, and the scene was a scene of horror. The bodies of those who were brought in by ones and twos. But their work, too, was of little avail.

THE ST. LOUIS EXPLOSION. Alton (Ill.), May 27.—St. Louis was made desolate this afternoon by a











